

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4896. 號七十月三年九十七百八千一英

HONGKONG, MONDAY, MARCH 17, 1879.

日五廿月二年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus. E. C. BATES, HENRY & Co., 4, Old Jewry. E. C. SAMUEL, Dragon & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENSCHER & Co., Malacca.

CHINA:—MACAO, Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,500,000 Dollars.

COURT OF DIRECTORS.

Chairman:—W. H. FORBES, Esq. Deputy Chairman:—Hon. W. KENNEDY. E. R. BEILIOS, Esq. WILHELM REINERS, Esq. H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq. H. HOPKINS, Esq. W. S. YOUNG, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, Thomas JACKSON, Esq. Shanghai, E. W. CAMERON, Esq. LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—For 3 months, 3 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3% per annum. " 6 " " 4 " " " " 12 " " 5 " " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. OROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2800,000. RESERVE FUND, 1500,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum. " 6 " 4 " " " " 12 " 5 " " " "

GEORGE PHILIP DARK (DECEASED).

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANCE, Acting Consul.

Canton, Feb. 25, 1879.

For sale.

RECENTLY ARRIVED, AND FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES. TABLE GLASSWARE.

CARIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS. COPPER WIRE GAUGE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS, INSTRUCTIVE and AMUSING EDUCATIONAL WORKS.

WORKS OF REFERENCE, PRESENTATION BOOKS, NOVELS, &c.

MUSIC & SONGS, by First-class Composers.

OPERAS, Musical Instruction Books, &c.

A Fine Selection of SHEPHERD'S VERY FINE "O. K." BOURBON WHISKY.

CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.)

BRANDIES, GIN, LIQUEURS, &c.

LAMMERT, ATKINSON & CO. Hongkong, February 21, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

WEDNESDAY, the 19th March, 1879, at 2 p.m., at his Sales Rooms, Queen's Road,—

An Invoice of OLEOGRAPHS and CHROMO-LITHOGRAPHS.

TERMS OF SALE.—As customary. J. M. ARMSTRONG, Auctioneer.

Hongkong, March 15, 1879. mr19

LAND AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, on

SATURDAY, the 22nd March, at Noon,—

INLAND LOT, No. 173, measuring about 57½ Feet by 47 Feet, and having frontages on Wellington, Graham, and Gutzlaff Streets.

There is Room to erect Four Chinese Houses.

The Crown Rent is \$44.51. The central position of this Lot makes it a most desirable investment.

TERMS OF SALE.—One-third of the Purchase Money on the fall of the hammer, the remainder on completion of the Transfer. Expenses of Transfer to be borne by the Purchaser.

Hongkong, March 11, 1879. mr22

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situated at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STUCK, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARE, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 8, 1879.

Intimations.

LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCIER and ADETS CLARETS. COGNAC'S BRANDY. CHUBBS'S SAFES. WHITEBREAD'S STOUT. VAN HOBOKEN'S GIN. FOSTER'S BOTTLED ALE and STOUT. SILVER LIGHT LAMPS. French JAMS, Confiture de St. James. STARKEY'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KOHNSTAMM'S CHAMPAGNE.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from England, at a Commission (all trade discounts being allowed) on the laid down cost, of 6 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Su (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,942,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in Hongkong and Shanghai.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby

invites SUBSCRIPTIONS for SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the issue PRICE of PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application. 90 " 15 days after allotment.

100

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 8th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878. The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipts.

	Principal.	Interest.	Total.
1st Instalment due 5th October, 1879.....	162,500.00	69,325.81	231,825.81
2nd " 30th March, 1880.....	162,500.00	69,021.70	231,521.70
3rd " 28th September, 1880.....	162,500.00	68,717.60	231,217.60
4th " 19th March, 1881.....	162,500.00	68,413.48	230,913.48
5th " 12th September, 1881.....	162,500.00	68,109.37	230,609.37
6th " 8th March, 1882.....	162,500.00	67,805.26	230,305.26
7th " 1st September, 1882.....	162,500.00	67,501.15	230,001.15
8th " 25th February, 1883.....	162,500.00	67,197.04	229,697.04
9th " 21st August, 1883.....	162,500.00	66,892.93	229,392.93
10th " 14th February, 1884.....	162,500.00	66,588.82	229,088.82
11th " 9th August, 1884.....	162,500.00	66,284.71	228,784.71

Shanghai Taels.....1,787,000.00 418,587.86 2,205,587.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Attorneys ISSUING THE LOAN,

(Signed)

T. JACKSON, Chief Manager.

Hongkong, 5th March, 1879.

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 12th March, 1879.

MEMBERS are informed that GUN DRILL PARADES will take place at the NORTH BARRACKS every MONDAY and THURSDAY, at 5.30 P.M.

"A" BATTERY on MONDAY.

"B" BATTERY on THURSDAY.

The Order is optional for Members of both Batteries.

Those who have not commenced GUN DRILL and RECRUITS are required to attend both days.

There will be no Parade on Tuesdays until further orders.

A. COXON,

Captain-Commandant H. K. A. V.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central, Hongkong, February 20, 1879. ma20

DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next. Hongkong, February 10, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL. Hongkong, September 23, 1878.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW. The Steamship "KWAN TUNG," Capt. F. PUGHARD, will be despatched for the above Ports on TUESDAY, the 18th Instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, March 14, 1879. ma18

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship "ALBANY," Capt. F. ASHTON, will be despatched for the above Ports on TUESDAY, the 18th Instant, at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, March 14, 1879. ma18

FOR SINGAPORE, PORT DARWIN, BRISBANE, SYDNEY AND MELBOURNE. (Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.) The Eastern and Australian Mail Steam Co.'s Steamer "MENMUIR," Captain DARRKE, R.N.R., will be despatched as above on TUESDAY, the 18th Instant, at Noon. For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, March 7, 1879. ma18

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "VENICE," Captain P. L. RHODE, will leave for the above Ports on TUESDAY, the 18th Instant, at 3 o'clock Afternoon. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 11, 1879. ma18

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "HINDOSTAN," Captain T. S. GARDNER, will leave for the above Ports on TUESDAY, the 18th Instant, at 8 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, March 11, 1879. ma18

FOR YOKOHAMA & HIOGO. The Steamship "SCOTLAND," Captain ATKINSON, shortly due, will have quick despatch for the above Ports. For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 12, 1879.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "POLGA," Commandant BURET, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Agent.

Hongkong, March 15, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "ANADYR," Commandant BURET, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, March 15, 1879.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Bark "T. A. GODDARD," Captain SMITH, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 12, 1879. ap18

FOR SAN FRANCISCO.

The A 1 American Ship "CHARMER," Captain LUCAS, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR NEW YORK.

The A 1 American Ship "MARY WHITEHEAD," Captain CUTLER, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 7, 1879.

FOR SAN FRANCISCO.

The A 1 German Schooner "FORMOSA," BURROWARD, Master. For Freight, apply to VOGEL & Co. Hongkong, March 15, 1879.

FOR NEW YORK.

The A 1 American Ship "GOLDEN RULE," LEWIS, Master. For Freight, apply to VOGEL & Co. Hongkong, February 26, 1879.

FOR PORTLAND.

The A 1 American Bark "STILLMAN B. ALLEN," TAYLOR, Master. For Freight, apply to VOGEL & Co. Hongkong, February 26, 1879.

FOR LONDON.

The A 1 British Bark "STRAZARHO," MILLAR, Master. For Freight, apply to VOGEL & Co. Hongkong, February 18, 1879.

FOR SAN FRANCISCO.

The A 1 American Ship "BLACK HAWK," HOWLAND, Master. For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879.

FOR LONDON.

The S/S L.I.I. Norwegian Ship "SUM

To Let.

MARINE HOUSE, QUEEN'S ROAD.
East—GROUND FLOOR, consisting of OFFICES, COMRADE'S QUARTERS, and GARDENS.
West—A RESIDENCE, with Business Accommodation, complete.
Gas and WATER laid on.
Each of these Premises can be Let in whole or in apartments.
Apply to
E. R. BELLIOS.
Hongkong, March 11, 1879. apl

TO LET.

GREEN MOUNT,
Possession on or before 15th May.
Apply to
GILMAN & Co.
Hongkong, March 4, 1879.

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.
Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.
Apply to
J. NOBLE,
No. 8, Queen's Road.
Hongkong, March 13, 1879. ap18

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East—
FIRST FLOORS of Nos. 2 and 4, Praya East.
Also,
A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.
Also,
A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.
For further particulars, apply to
MEYER & Co.
Hongkong, March 4, 1879.

TO BE LET.

On Shameen—Canton.
THE SPACIOUS PREMISES lately occupied by Messrs OLYMPIAN & Co., comprising: DWELLING HOUSE, with GODOWN, TEA and SILK ROOMS attached.
For Particulars, apply to
EDWARD DAVIS,
Canton.
Canton, March 12, 1879. ap12

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.
Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.
Apply to
WO HANG,
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

NOTICES OF FIRMS.

THE INTEREST and RESPONSIBILITY of Mr F. GROBLIN in our Firm CHANGES To-day.
SANDER & Co.
Hongkong, March 1, 1879. ap1

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ in our Firm in Hongkong and China, CHANGED on the 31st December last.
Mr CHARLES VINCENT SMITH is admitted a Partner from this Date.
RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.

THE INTEREST and RESPONSIBILITY of the Underigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CHANGED on the 1st August, 1877, but Debts prior to that Date will be received and paid by him.
OHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHAU, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.
KONG OHIM.
Leases of the Hongkong Chinese Mail, 華字日報, April 6, 1878.

NOTICE.

THE British Ship Onida having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.
Cargo remaining undelivered after the 21st instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, March 14, 1879. ma21

NOTICE.

THE S. S. GLENFIER having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence delivery may be obtained.
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Hongkong, March 14, 1879. ma21

NOTICES TO CONSIGNEES.

BRITISH BARQUE GOLDEN FLEEC, FROM CAPE TOWN.

THE above-named Vessel having brought forward the whole of the unsold portion of the Cargo of the British Barque Robert Henderson, from London to Hongkong—All Consignees of the Robert Henderson's Cargo are hereby informed that a General Average Bond which requires their Signature is now lying at our Office.
Bills of Lading will be countersigned by
GILMAN & Co.,
Agents.
Hongkong, March 12, 1879. ma19

FROM LONDON AND SINGAPORE.

THE S. S. Glenfier having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being landed at their risk into the Godowns of the Underigned, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.
Cargo remaining undelivered after the 21st instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, March 14, 1879. ma21

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Ex "Ava."
H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

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COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Ex "Ava."
H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

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To-day's Advertisements.

IN THE VICE-ADMIRALTY COURT OF HONGKONG.

IN RE THE "YANGTSE."
Promovent—KWOK AYONG.
Respondent—SOULZ, Master.

NOTICE is hereby given that there will be a Sitting of the Vice-Admiralty Court on TUESDAY Next, the 18th inst., at 10 o'clock, for the trial of the above cause and for other matters.

C. B. PLUNKET,
Registrar.
Hongkong, March 17, 1879. mr18

FOR HAMBURG.
The 41 German Schooner "FORMOSA,"
BURGWART, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, March 17, 1879.

Accidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. GAZELLE will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers to Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. R. EMORY, Agent.
Hongkong, March 17, 1879. ap1

SHIPPING.

ARRIVALS.

March 15, Onida, British ship, 2258, S. Clyma, Alcoa Bay Dec. 28, Iron, Flints and Ballast.—CAPTAIN.

March 16, Louise, British schooner, 280, Simons, Amoy March 15.—GILMAN & Co.

March 16, Staut, Norwegian barque, 581, Aechelberg, Keelung March 13, Coal.—DOUGLAS LARSEN & Co.

March 16, Emmy, Spanish steamer, 222, Blanco, Manila March 13, General.—REMEDIOS & Co.

March 16, Yangtze, British steamer, from Canton.

March 16, Loudoun Castle, British steamer, 1875, Marshall, Saigon March 13, Rice.—ADAMSON, BELL & Co.

March 16, Diamante, British steamer, 514, H. Lee, Amoy March 15, General.—RUSSELL & Co.

March 16, Rajanattianhar, British str., 933, G. T. Hopkins, Bangkok March 7, Rice and General.—YUEN FAT HONG.

March 16, Yotting, British steamer, 286, S. W. Goggin, Swatow March 15, General.—KWOK ACHONG.

March 17, Chinkiang, British steamer, 799, S. M. Orr, Shanghai March 14, General.—SIEMSEN & Co.

March 17, Fleurs Castle, British steamer, 1822, Jno. Kidder, Saigon March 13, Rice.—ADAMSON, BELL & Co.

March 17, H.M.S. Vigilant, from Canton.

DEPARTURES.

Mar. 16, Morning Star, for Bangkok.

16, Jua, Shepherd, for Cebu.

16, Me-i, for Hallow.

16, Fong, for Hamburg.

16, Glenfier, for Shanghai.

16, Seiko, Japanese man-of-war, for Amoy.

17, Wandering Minstrel, for Takao.

17, Lota, for Whampoa.

17, Christina, I.P., for Callao.

17, Ulysses, for London, &c.

17, Sarpedon, for Shanghai.

17, Chinkiang, for Canton.

17, Diamante, for Manila.

17, Belgio, for Yokohama and San Francisco.

17, Thales, for Swatow.

CLEARED.

Mary Whitridge, for New York.

Largo, for Saigon.

Kwangtung, for Coast Ports.

PASSENGERS.

ARRIVED.

Per Onida, from Alcoa Bay, Mrs. Clyma, and Mr. Farroll.

Per Emmy, from Manila, Mr. and Mrs. Anzaro and three servants, and 80 Chinese.

Per Diamante, from Amoy, Mr. F. Oakley, and 260 Chinese.

Per Rajanattianhar, from Bangkok, Mr. and Mrs. Van Dyke, children and servants, and 118 Chinese.

Per Chinkiang, from Shanghai, Mr. Lowe, and 80 Chinese.

Per Yotting, from Swatow, 10 Europeans deck, and 128 Chinese.

Per Fleurs Castle, from Saigon, 18 Chinese.

DEPARTED.

Per Helge, for Yokohama, Mrs. H. Denton, Messrs Jno. A. Mosely, and G. Rose, 2 Europeans, 2 Chinese, and 5 Japanese; for San Francisco, L. O. W. Chipp, v.s.s., Mr. A. J. Marolt, 1 European, and 588 Chinese; for Liverpool, Capt. J. O. Toller, 74th Highlanders, and Mr. J. Barry, for Bremen, Messrs O. Burger, and A. Groth.

Per Ulysses, for Singapore, &c., Mr. Gill, Mrs. Lilley and child, and 60 Chinese deck.

Per Sarpedon, for Shanghai, Messrs Wm. Davidson, and K. B. Macquison and European porters, and 12 Chinese deck.

Per Me-i, for Hallow, &c., 36 Chinese.
Per Diamante, for Manila, 3 Europeans, and 242 Chinese.

TO DEPART.
Per Cheong Hock Kian, for Amoy, 420 Chinese.

Per Kwangtung, for Coast Ports, 2 Europeans, and 150 Chinese.

SHIPPING REPORTS.
The British ship Onida reports: Had a good run of 26 days to the N.W. Cape of New Holland; thence to port a continuation of calms and light winds. Did not see a ship all the passage.

The British steamer Loudoun Castle reports: Experienced Northerly to N.E. winds throughout the passage; first part light breezes and fine; latter part strong winds with high sea and very thick rainy weather, violent squalls at times.

The British steamer Rajanattianhar reports: Left Bangkok the 7th of March at 10 p.m.; down the Gulf of Siam calm; from Pulo Obi to the vicinity of Cape Padaran strong monsoon with high sea. From thence variable winds and fine weather until the last two days, experienced a strong monsoon with high lumpy sea and thick misty weather.

The British steamer Yotting reports: Fresh monsoon with thick weather.

The British steamer Chinkiang reports: Strong monsoon and high sea to the Lam-moote, from thence to port light variables and foggy weather.

The British steamer Fleurs Castle reports: Very heavy N.E. sea and thick rainy weather.

Shipping Intelligence.
The following is corrected from the latest London and Colonial Papers, &c.:—
VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From.

Aug. 9, Urania, Penarth.

Oct. 16, Jacobine, Liverpool.

18, Rosine, Cardiff.

19, Hermann, Bremen.

Nov. 8, Jan Peter, Maasla.

23, Fulda, Hamburg.

28, Rosaire, Cardiff.

Dec. 18, Blenheim, Flushing.

21, Kong See (s.), London.

23, Glamis Castle, Cardiff.

Jan. 10, City of Santiago (s.), New York.

11, Scotland (s.), London.

27, Deucalion (s.), Liverpool.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenfalloch, Lord of the Isles.

Merionethshire, Galley of Lorne.

Sailing Vessel.

Carrioka, Agnes Muir.

At Glasgow.

Glenoe (s.) via Ldon. Breconshire (s.)

POST OFFICE NOTICES.

We do not know who is responsible for the shipwreck and haphazard system which is thus exposed by blunders of the most serious nature. If the telegram supplied to Reuters subscribers in Hongkong is correct, then our friends in Shanghai have grave reason to complain; if, as we trust, the Shanghai version is the correct one, then we have been mourning over a defeat which turns out to have been a victory. Who is to blame for the liberties thus taken with our national sympathies?

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Per E. E. A. & Co. Telegraph Co.'s Line.)

LONDON, 16th March, 1879.

The Marriage of the Duke of Cornwall and Princess Louise took place at Windsor on the 13th instant, in the presence of Her Majesty the Queen.

THE CAPE.

Tenders have been invited for the construction of an African Cable.

The Chancellor of the Exchequer in reply to a question, stated that it was not intended to supersede Lord Chelmsford.

TURKEY.

It is stated that the British Government is disposed to recommend the Sultan to employ Englishmen to administer the finances if they are asked for.

LOCAL AND GENERAL.

FRANCH MAILS left Saigon at 7 a.m. of 17th March.
ENGLISH MAILS left Singapore in *Khiva* on the 16th March.
AMERICAN MAILS were to leave Yokohama on 13th March.

THE P. & O. S. S. *Khiva* left Singapore for this port yesterday morning (the 16th).

We are informed by the Agent that the M. S. S. *Anadyr*, with the next French Mail, left Saigon this morning (17th) at 7 o'clock.

The American ship *Paul Revere*, Captain Mullin, arrived at Manila from Hongkong on the 8th instant.

The British barque *Corea*, Capt. Pearce, arrived at Manila from Hongkong on the 10th instant.

The Spanish steamer *Emuy*, on her last trip from Hongkong to Manila, experienced very rough weather, during which she lost her boats.

It will be observed, from the Chiofoo Correspondence of the N. O. D. *Navy*, that the *Benlutha* was wrecked about ten miles from Chiofoo.

The work along the sea-wall is proceeding in good earnest; the road is open at several points and presents an unusually busy appearance. The road, of course, is necessarily dirty, but the scene of bustle promises us a pleasant promenade for the future.

THE Manila Comercio says:—"We hear that the Imperial Government has decided that Spanish correspondence hitherto carried by the P. & O. Co.'s steamers to Singapore, will be in future carried by the French steamers of the Messageries Maritimes. We know not when this change will commence."

CHARLES EDWARD TADUNTER, cook of the British barque *James Shepherd*, was charged at the Marine Court with wilfully remaining behind from his ship. Defendant admitted the charge, saying that he was sure that, after what had occurred, he should not have been comfortable on board, as he had got drunk occasionally and his work went wrong. He was sent to 4 weeks' hard labour.

An inquest was held this afternoon on the body of a Chinese female child, aged 6 years, who was accidentally drowned by falling from a junk. The deceased had, it appears, been playing with several other children, when she fell over the side and was not observed until too late. The jury, comprising Messrs J. Anthony, J. M. Bateson, and K. Beaton, returned a verdict of accidental death.

We are directed to state that the Criminal Sessions of the Supreme Court fixed to commence to-morrow will be adjourned until Friday next. Jurors and witnesses need not attend the Court until Thursday morning at 10 a.m., when their attendance will be required. The adjournment has been rendered necessary in order that a case of collision between the junk *San Hop* and the steamship *Yamto* may be tried to-morrow.

SAYS a contemporary—"A Railway passenger, who travelled on the B. B. and O. I. line from Damaun to Bassein on Sunday night last, informs us that he saw a Hindoo pig-pen with a attendant by several Fair

dresses and other servants, enter a carriage at Damaun and get out at the Bassein station. He was well dressed and apparently in good circumstances; but his face being close-shaven, and the dress evidently a disguise, all attempts even on the part of an old acquaintance baffled recognition for a time. Our informant eventually ascertained that the man in disguise was no other than Mr. Narey Kessowjee, who is at present so much wanted in Bombay, and for whose arrest a warrant has been issued by the Chief Presidency Magistrate."

—Rangoon Gazette.

CAPT. A. J. Loftus returned from the mouth of the Bang-pa-kong river last week. We hear that he has placed 5 beacons in position, to guide vessels entering that river. This is another of the acts of the Siamese Government in the interests of commerce. A thorough survey of the coast of the Gulf of Siam is a necessity, and will be immensely advantageous to the expansion of the commerce of Siam. The fact that portions of that coast do not belong to Siam, would be very poor reason why Siamese surveying vessels should not visit these portions of the coast and fix definitely the position of real dangers that may lie in the path of vessels bound to Siam for commercial or other purposes.

Col. D. B. Sickle, U. S. Consul, left for Singapore on the American schooner *Alice O. Dickerman* on Saturday last. The Consul's health has been failing for several weeks and the trip was taken by command of his physician. He expects to return to Bangkok in a few weeks.—*Siam Weekly Advertiser*, Feb. 27.

THE London letter of the *Ceylon Observer*, dated 17th January, contains the following paragraph respecting Baron Overbeck's opinion of territory:—"The Foreign Office still occupied with its enquiry into the proposals of Baron Overbeck and Mr. Dent relative to their Borneo scheme. Of course, they are careful not to allow much to transpire as to their intention, but I have learned enough to assure me that they are decidedly unfavourable towards it, at least, so far as concerns the points I have always laid stress upon, namely, the claim to rights of sovereignty in the ceded territory. I have not heard as yet, though I hope shortly to do so, if the withdrawal of those claims will induce the Foreign Secretary to give his consent to the remainder of the proposals brought forward. Such limited information as I have been able to obtain rather induces me to think that he is opposed to the enterprise in toto; but, as to this, I am quite unable to write you with any positiveness."

RETURN of Visitors to the City Hall Library and Museum for the week ending March 16th, 1879:—

	European.	Chinese.
Monday, March 10th,	56	644
Tuesday, 11th,	54	638
Wednesday, 12th,	78	543
Thursday, 13th,	76	548
Friday, 14th,	77	483
Saturday, 15th,	48	301
Sunday, 16th,	72	301
Totals,	461	3,157
Grand total, 3,618.		

Police Intelligence.
(Both Magistrates Sitting.)
17th March, 1879.

YOUNG HOPEFULS.

An Allin, aged 14, Cheung Atung aged 12, and Cheung Ahop aged 13, were charged with stealing a jacket. The methodical manner in which they acted showed that they were well trained. One of the young rascals snatched the jacket out of a basket belonging to an old woman who obtained her living as a sempstress, and handed it to his brother, who in turn threw it towards the other defendant. The one with the jacket ran off, and the other two, after a slight scuffle, were secured by the neighbours. The two who were trapped, not liking it, and being desirous that their companion should suffer, assisted to point out the 3rd defendant. The mothers of the young rascals appeared in Court, and promised to look after their sons. The 1st defendant was, it appears, convicted of stealing a cat last April, and sentenced to 4 days' imprisonment. The prisoners were now all sent to 7 days' solitary confinement on rice and water diet, and the 1st defendant who appeared to have been the leader, was further ordered to be flogged 5 strokes on the breech.

BREACH OF THE OPIUM ORDINANCE.

Lam Aching and Wong Ahat, coolies, were charged with retelling prepared opium without a license; they were further charged with disorderly conduct. Shui Ayin, the informant, proved by buying the opium and subsequently going to the defendant's house with a party of police and finding prepared opium and opium pipes. The defendants were not in the house at the time, but were seen shortly afterwards near an opium shop making a great disturbance; they were then arrested. The case was not proved as against the 2nd defendant, but the 1st was fined \$50 or six weeks' hard labour, and the opium was ordered to be given up to the Opium Farmer.

A FALSE CHARGE.

Wong Ai, and Mak Aking, married women, were charged with unlawfully detaining a girl named Lou Akam, aged twelve years. Li Anui, the complainant, deposed that the child was here, and that she had never sold her or received any money for her. It subsequently transpired that the complainant had sold the child for \$60 and that to redeem her had sold her son. She tendered \$60 for the child, but the woman wanted the \$60. The complainant was then fined \$30, or 3 months' imprisonment, for giving wilful false testimony, and the defendants were discharged.

ASSAULTING THE POLICE.

William Taylor, second officer of the American ship *B. F. Watson*, was charged with being drunk and in company with others assaulting P. O. 685. The P. O.'s head was badly cut. Inspector Orley proved arresting the defendant as he was running away. He was fined \$10, or 14 days' imprisonment with hard labour, and if the fine was paid the constable was to receive \$5 amends.

BREACH OF OPIUM REGULATIONS.

Chio Asam, a widow, was fined \$10 for conveying opium into the city contrary to

the regulation. She was taking it in to a debtor.

THROWING RUBBISH INTO THE HARBOUR.
Leung Ahn, master of a rubbish boat (No. 3), was fined \$5 for throwing rubbish into the harbour.

Mr. J. D. Humphreys, proprietor Hongkong Dispensary, was fined 50 cents for ordering his coolies to cut earth near Aberdeen without first having obtained the proper authority.

DRUNKENNESS.

Henry Cromwell, seaman American barque *Quickstep*, was fined \$4 or ten days' imprisonment and ordered to pay 70 cents amends, for being drunk and disorderly and breaking up articles in a brothel.

James Ramsey, seaman American ship *St. Charles*, was fined 50 cents for being drunk and inoperative.

John Levine, seaman Sailor's Home, was fined \$2 for being drunk and disorderly and assaulting the police.

John O'wery and William Grant, seamen British ship *Golden Fleet*, were each fined 50 cents for drunkenness.

AN ALLEGED ESCAPED FELON.

Chan Acheung, a miner, was charged by Inspector Lindsay, with having escaped from the chain gang about 8 years ago, whilst working on the roads near the T'hai phlegshan Gap. The case was remanded until the 21st instant.

MACAO.

(From a Correspondent.)

We understand that stringent orders have been given by the Macao authorities for the arrest of any boats or steam-launches belonging to the Customs' cruisers found in the inner harbour of Macao. One of these boats crossed the harbour on the 13th instant, having on board Captain Walker, Baron de Cereol, and a Lieutenant of the Portuguese Navy named José Gomes Felgas, and a police launch was despatched for its apprehension, but the corporal in charge, finding on board one of his superior officers, refused to act according to his orders, and he is now in trouble. The *Boletim* just to hand says:—

"His Excellency informs the Harbour Master, 1st Lieutenant of the Navy Julio Elesthan Pereira de Sampaio, that he has well done his duty by ordering the Chinese launch to be arrested in the Portuguese waters for having violated the existing rules. His Excellency also approves of the rigorous punishment inflicted on the corporal, who, under a false impression or through ignorance of discipline and the respect due to his superior officers, refused to arrest the Chinese launch with all on board."

The *Boletim* also contains the following tirade against the Baron and Lieutenant Felgas:—
"His Excellency wishes to make known his profound displeasure at the conduct of the Portuguese officers, who were on board the said Chinese launch, and warns them (especially Lieutenant Felgas) that he would have ordered them to be tried by Court Martial for want of patriotism and disobedience of the existing orders, but His Excellency refrains to carry out such extreme measures, believing that a momentary levity made them forget their military duties and the sentiments of national honor."

From the above you will see that the Governor is determined to put down with a strong hand all the abuses of the Customs' cruiser mercenaries.

China.
SHANGHAI.
(News.)
The American man-of-war *Monocacy*, and H. M. S. gunboat *Egeria* arrived on Saturday the 16th.
The following laconic but expressive telegram has been received here, and handed to us for publication:—"Washington, 5th March, 1879.—Seward wins."

We have received the programme of the Shanghai Spring Race Meeting, to be held on the 30th April, and 1st and 2nd May next. Eight races are set down for each day.
H. M. corvette *Charlybia*, Capt. Rothman, has proceeded down the river to the Naval Yard to take in stores, and from thence she was to go to Wooning to complete her sea. She is said to have now paid her last visit to Shanghai during her present commission, and in the course of a few months, it is believed, she will be homeward bound. Her present destination, we learn, is Japan; after which she will visit the South China ports and probably await her relief at Singapore. It is said the corvette *Modeste* will be flagship at Shanghai.

It is with a feeling approaching that of satisfaction that we have heard upon reliable authority, that the Viceroy Li Hung-chang has expressed his regret at the "misuse" of a character which has been interpreted to mean that his intention was to include the whole body of merchants in Shanghai in his sweeping denunciation of cheats and swindlers. The Viceroy, however, disdains to shield himself from the just indignation he has raised under the paltry subterfuge attempted to be foisted upon the Shanghai community by his native and foreign would-be apologists, viz., that the offensive character referred to only "workmen" and not "principals." He, it is said, boldly says the character was intended to apply to certain "principals"—to those who "sold" him gunpowder that would burst when wanted; guns and bayonets which, not wanted, were only made to sell, like Bodge's regiments, for being so dull and brittle they could not be relied on to cut or thrust with—actions so clayed, that they would hardly stand up to the test of a hot gunpowder. Things in these regards are, as is reported to have said, better now, and good value in the market of gunpowder and arms are being supplied; but such having been the fact in not far-distant days, he thought it better to sound advice for the future, especially to the native cotton-mill adventurers, on the results of his own experience and the way in which he gained knowledge as to how to avoid some kinds of commercial

pitfalls.—We are promised a sight of the original document on an early day.

(Courier.)
The wreck of the *Taiwan*, lost on the Pescadore, has been bought by a Chinaman at \$1,800.

The C. M. Co.'s s. s. *Hasting*, from Tientsin, etc., reports that the steamer *Casandra*, which had gone ashore at Chiofoo, as announced in our issue of 10th instant, has been got off.

We note the arrival by the mail on 12th of Chief Justice French and Mrs. and Miss French. The two latter were passengers from Marseilles, and were joined by the Chief Justice at Hongkong.

A dividend for the year 1878, at the rate of nine taels per share in the China Coast Steam Navigation Company, is announced to be payable at the office of the general agents on and after Monday, the 17th instant.

CHIOFOO.

After a few days of extraordinarily fine weather, Chiofoo has again been visited by a fierce gale and heavy sea, which caused further disasters amongst the shipping in the neighbourhood. From S.W., S. and S.E., during the preceding days, the wind settled on Thursday, the 27th ult., in the east, and during the greater part of the day and night rain fell steadily. In the early hours of the 28th, the wind took a further shift "higher up," and blew with greatly increased force from N.E. and N.W., the changes between these points being very frequent. This also caused a considerable change in the temperature, and everything, wet with the recent rain, was quickly covered with ice.

Between 3 and 4 o'clock a.m. the British barque *Forget me not* and the German S.S. *Casandra* were driven from their anchorages and stranded, the former just to the east of Messrs. Ferguson & Co.'s jetty, and the latter a little more to the north, near the German's Hall. The wind continued with unabated violence all through the day, carrying two vessels further on shore, on the afternoon's tide, which was an exceptionally high one again.

Fortunately no further accidents to the shipping occurred, and the wind decreased gradually after midnight.

The *Forget me not* was partly loaded with beacocks and peas for Amoy, and the steamer had only a small quantity of cargo, including some peas for Hongkong. Some hopes are entertained of getting the steamer off in a comparatively sound state; but the ship fills with water at high tide and has been condemned.

The sea carried away a portion of the *Opium* jetty and threw down the steps, also leaving some other boundary walls, high above its ordinary reach, in a very disfigured condition.

On Saturday afternoon news was received of the wreck of the British barque *Benlutha* (with a general cargo from Shanghai), near Lung Men, and H. M. S. *Grolier* went early on Sunday morning to render assistance, but there was no hope of saving the vessel. A Naval Court is to be held to enquire into the circumstances attending the wreck; but they seem to be clearly explained as follows:—"The ship was well inside Cape Cod, and unable to escape to the open sea again, when the gale caught her, and the sails, &c., becoming immovable shortly afterwards by the accumulation of ice, there was no hope but to let go the anchors, but these failed to bring her up."

Fears were entertained for the safety of the *Neuchow* Lightship, which was in company with the *Benlutha* off the Promontory, but not having made so much headway, she was enabled to get clear of land and arrived here two or three days later.

A vessel arrived a day or two ago bringing a report of another wreck between the Promontory and this port, but though the people going to and from the *Benlutha* have tried to discover it, there is no definite news yet, and it is to be hoped the report is erroneous.
We are now enjoying fine weather again.—News.

THE HONGKONG RACES.

March 1st, 1879.

I have not troubled you with any letters lately, partly because of the lack of anything of interest to write about, and partly for the reason that the soft lardiness of the weather has demoralised me, and I blush to say, I have put in all my spare time in ignominious but blissful loafing. Our weather has changed now, and the rainy season seems to have set in at last, with a vigor and earnestness that argues well for our future water crop. I don't know that this is all owing to the policy of the Governor, but somehow, I think he might have helped it, if he had shown any disposition to take the advice of people who have lived here longer than he has, and who know better what is for the peculiar interests of the colony.

The great event of the year—the one we have looked forward to, and speculated on, for twelve slow-dragging months—the annual race meeting, is now over and gone into the past. Three more lovely, idle days, were never known since the world began, and a more brilliant gathering of youth and beauty, aristocracy and talent, never met on that race-course. The band played "Jump into the wagon," the trees and flowers were musical with birds and bees, and all went merry as a marriage bell. I regret to say that nobody got hurt. The broken heads, the mangled riders, all the ghastly accidents so annoying at the time to the chief actor, but so dear to the heart of the correspondent, were unfortunately absent from this meeting.

All the air was full of fragrance. All the streamlets laughed and glistened. And the gentle speculator said with voice of self-persecution: "You can have the field against me; I will put my coin on 'Isgrim'!"

There never was a greater failure of favorites; there never was a more injured, swindled community than we were after those races. We knew the horses that ought to win, and we had the proper tips all carefully noted down, and we prowled around the course trying to find some idiot weak enough to back the field. So far as I am concerned, I must say I am content. I found the man I was looking for, and he walked away with what few dollars I had accumulated during a life of toil and self-denial, and I did not have to hunt for him either. The horse that we expected the most of, and put the greater portion of our wealth on, and which was supposed to carry off the cup in every race he ran, was the great *Isgrim* from Shanghai. He brought the highest price in the sweep,

and everything he went in for was regarded as a forgone conclusion. It is said that his backers feared to train him as he should have been trained, lest his good qualities should become too well known to the public, and his price enormously run up in the sweeps. The hints given in the newspapers for the benefit of the uninitiated, and which are usually very reliable said, "For the German Cup, Isgrim will center quietly in." Well, he did; very, very quietly,—with all the others in front of him. He came very close to the winning post when the starter gave the word "go," but he let down before he got back to it. There was dismay and grief amongst our foreign contingent.

I am in a position to write feelingly and earnestly of this *fiasco*, for I was out five dollars on that race, and it gives me great satisfaction to know that the gentleman who took it afterwards came to grief himself, and his ruin is even more complete and overwhelming than my own.

The Irish Consul and I had made it all up between us, that we were to go down to the races, put up an equal amount of coin in the sweeps under the Grand Stand, carry home our winnings in a chair, and divide them between us, share and share alike. On the first and second days we stuck to it bravely, but success never roostered on our banners once. We did not even draw a horse. The monotony became very tedious to us. The Consul said, "We are stricken men, on whom the hand of Providence has fallen heavily, but undauntedly. I never played a game where the chances seemed to be so much in favour of the deal. We will go home and spend the night in fasting, humiliation, and prayer, and if we don't skin some of these gentlemen to-morrow, we must seek for Balm in Gilead, over in Mexico."

The third day dawned serene and beautiful, and we went down and toiled all day, but caught nothing, up to the race for the champion stakes. In that sweep we drew "Reichsfreiherr" the favorite. We were jubilant and happy, and perfectly satisfied. The Consul said he knew he could conquer the prejudices of Heaven, if he stood to it long enough. "Let us go out behind the Grand Stand, and burn-jess paper till this race is finished, and don't let the fire go out until we are certain that our horse has won." We kept the bonfire going, but the result of that race shook our confidence as nothing had shaken it before, and is a sore subject to this day. The Consul and I rose up as one man, and cursed that horse as long as we could speak. He said, "that old skeleton must have broke loose from the City Hall museum. The only way to interest him in a race is to hire a boy to carry a bale of hay in front of him. He couldn't take me to but one funeral if he didn't make better time than that. It would take the sport all out of it for me."

The close observer at those races may have noticed towards the finish, two giant and blighted spectres, sitting on the fence in front of the Grand Stand. They were the Irish Consul and the undersigned, Max. O'LEARY.

—Shanghai Courier.

SMUGGLING IN ITS DROLL ASPECTS.

The chief evidence of smuggling as it has existed within the present century is furnished by certain articles, which have been seized from time to time, and which are now lodged in the Custom-house Museum. It is to this museum that we now intend to direct our readers' attention, and more especially to a certain large cabinet in the corner of the room, the contents of which supply a title to this paper. The first thing which is pointed out to us is a ship's "fender," which we may remind our readers, is a block of wood with a rope attached a ung over the bows to prevent the abrasion which might be caused by contact with another vessel. This particular fender was found to be hollow and to contain several pounds of compressed tobacco. The officer who thought of looking for the soothing weed in such a receptacle must have been an extremely cute individual. But here is a still more extraordinary hiding-place, and one which must have involved a journey aloft for its detection—a ship's block, the sheave or wheel of which is actually made of solid tobacco. Here is an ornamental pedestal which once adorned the corner of a captain's cabin, and would perhaps adorn it still, had it not been found gorged with contraband cigars. Another commander appears to have been a more moderate smoker, for he was content with only two pounds of cheroots, which were found inside a sham loaf on his breakfast table. Here we have a number of cigars knotted singly on a string, like a tail of a kite; these were dropped between the inner and outer timbers of a ship's side; whilst holes in the ends of an egg-box furnish lodging for several more.

A broomstick does not seem at first sight to offer much room for concealment, but here is one which, accidentally broken, revealed a core of that rope-like commodity known to those who chew the weed as "pig-tail." Cakes of tobacco formed to fit the sole of a boot show another ingenious mode of disposal. But the prize for inventive talent must certainly be awarded to the clever rascal who compressed snuff into slabs, and stamped them to exactly imitate the oil cakes on which cattle are fattened. Whether the discovery of the deception was owing to moral objections on the part of some experienced cow to chew anything stronger than cud does not transpire; but the real nature of the food was somehow ascertained, and what might have proved the staple of a lucrative trade, was transformed into the original dust from which it sprang.

The stewardess of a Jersey steamer is the next delinquent who comes before our notice. On various occasions the petticoat has been found to be a useful auxiliary to the smuggler, and the one which was taken from this lady sufficiently proves the truth of our remark, for twenty-seven pounds of tobacco were hidden in its folds. Two more garments of the same nature contained respectively eighteen and twenty pounds of cigars; whilst another, with the help of a number of fish-bladders hanging from the waistband, was charged with several gallons of brandy. Bladders of cognac have also been found attached to a ship's keel, several feet under water. It is to be presumed that the discovery of these last was not made in the Thames, the waters of that river not being celebrated for its transparency. Artificial lobster-pots thrown overboard, with corks attached, also afford favourite receptacles for various articles. Another stewardess, in this case belonging to a Rotterdam boat, did a little ostensible trading in pigeons. Here is the box in which a false bottom, below which were hidden a few pounds of Cavendish. It is a question whether birds ever before so

well deserved to be called carrier pigeons. The journey to Rotterdam is but a short one, so that, although this lady did not indulge in such wholesale doling as her sister of Jersey, she worked on the principle that "many a little makes a mickle." Here is an apparently well-bound volume, which a studious individual carried under his arm during the transaction of his daily business at one of the docks. It was found to be made of glass, moulded into the form of a book, and covered with leather. That it was a work of much spirit was proved from the fact that it was full of *cas de vie*. Another book is exhibited, the leaves of which are punched through with round holes from cover to cover, for the reception of watches.

We are told that the detection of most of these contrivances for concealing goods is of much difficulty and accompanied by many amusing circumstances.

NO MORE COOKS.

A German physician has started a new theory with regard to food. He maintains that both the vegetarians and meat-eaters are on the wrong tack. Vegetables are not more wholesome than meat, or meat than vegetables, and nothing is gained by consuming a compound of both. Whatever nutritive qualities they may possess (he says) is destroyed in great measure, and often entirely by the process of cooking. All food should be eaten raw. If this practice were adopted, there would be little or no illness among human beings. They would live their appointed time, and simply fade away, like animals in a wild state, from old age. Let those afflicted with gout, rheumatism, or indigestion try for a time the effect of a simple uncooked diet, such as oatmeal and fruit for instance, and they will find all medicines unnecessary, and such a rapid improvement of their health that they will forego all cool articles of food at once and for ever. Temperance would also, it is urged, no longer be the curse of civilised communities. The yearning for drink is caused by the unnatural abstraction from what are termed "solids" of the aqueous element they contain—uncooked beer, for example, containing from 70 to 80 per cent., and some vegetables even a larger proportion of water. There would be less thirst, and consequently less desire to drink, if our food were consumed in its natural state, without first being subjected to the action of fire. Clothing, the same gentleman also thinks, is a mistake, but he admits that the world is not yet far enough advanced in civilisation to go about undressed.

MATRIMONIAL TRIALS.—Mr. Agassiz says that, in certain Amazonian tribes, on the day of his marriage, while the festivities are going on, the bridegroom has his head tied up in a paper bag filled with fireworks. If he hears this torture smilingly and unmoved he is fit for the trial of Matrimony.

THERE was a little fellow known Mother Geese better than he knew his Bible. One Sunday he was asked in his class: "Who were thrown into the fiery furnace?" This was too much for him. The question was passed. The answer came promptly: "Shadrach, Meshach, and Abednego." This was a mortification to the little fellow; and when the next question came, "Who put them in?" he answered, with a jump, "Little Johnnie Brown!"

A BRIEF STORY.—The President of the Board of Trade was dining with a well-known citizen of Cottonopolis, and the conversation turned to the subject of the growth and development of America. "I should like," said the host, who is an enthusiastic admirer of the great Republic, to come back fifty years after my death to see what a fine country America had become." "I believe you would be glad of any excuse to come back," said Mr. Bright.

Quotations.

Hongkong, March 17, 1879.

OPIMUM.—New Patna, cash,	£675
" "	credit,
" "	Old Patna, cash,
" "	credit,
" "	New Benares, cash,
" "	credit,
" "	Old Benares, cash,
" "	credit,
" "	New Malwa, cash,
" "	credit,
" "	Allowance Tels.,
" "	Old Malwa, cash,
" "	credit,
" "	Allowance Tels.,

Exchange.

Bank, Wire, ...	3/5
" 30 days' sight, ...	3/6
" 6 months' sight, ...	3/7 3/4
Credit, ...	3/7 1/2
Documentary, 6 months' sight, ...	3/7 1/2
India, Wire, ...	21 1/2
" demand, ...	220
Shanghai, demand, ...	72 1/2
" 30 days' sight, ...	73 1/2
Bar Silver, 17 dwts. 6, ...	109 1/2
Sycee, ...	109 1/2
Mexican, ...	2 1/2
Gold Leaf, 99 1/2 touch, ...	55 1/2
Sovereigns, ...	25 1/2

Shares.

Hongkong Bank, 89 % prem.	
Union Ins. Society of Canton, \$1,450	
North China Ins. Co., Tls. 1,300	
China Traders' Ins. Co., \$1,400	
Yantai Ins. Assoc., Tls. 715	
Chinese Insurance Co., \$390	
H.K. Fire Ins. Co., \$187	
China Fire Ins. Co., 8 % prem.	
H.K. & W. Dock Co., 8 % prem.	
H.K. & W. Dock Co., 8 % prem.	
Shanghai Steam Navigation, Tls. 17	
China Coast S. S. Nav. Co., Tls. 106	
Hongkong Hotel Co., \$85	
China Sugar Refining Co., \$125, ex div.	
Chinese Imperial Loan, \$113, cum int.	
Do. of 1877, \$110, ex coupon	

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Hongkong, March 17, 1879.

BAROMETRE.—9 A.M., ...	30.000
Do. 1 P.M., ...	30.040
Do. 4 P.M., ...	30.020
Thermometer.—9 A.M., ...	63
Do. 1 P.M., ...	64
Do. 4 P.M., ...	63
Do. (Wet bulb) 9 A.M., ...	61
Do. 1 P.M., ...	61

Intimations.

THE CHINESE INSURANCE CO., LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company will be held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 24th day of March next, for the purpose of confirming the Special Resolutions which were passed at the Extraordinary General Meeting held to-day.

Dated this 10th day of March, 1879.
By Order,
J. BRADLEE SMITH,
General Agent.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the EIGHTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive.

By Order of the Board,
J. BRADLEE SMITH,
General Agent.

Hongkong, February 19, 1879. ma24
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in an ACCOUNT of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 25, 1879. ap1

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision, and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.
Hongkong, November 29, 1878. my29

F. HUTCHINGS
begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.
Hongkong, September 20, 1878.

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the ball by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs,
GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

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Depth of water in feet on Bar.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

Depth of water in feet on Bar.

For Sale.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,
Sole Agents for China.
Hongkong, February 19, 1879. my19

WASHINGTON BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D., Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

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Hongkong, March 1, 1878.

Insurance.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George the First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 " Reserve Fund upwards of £ 120,000 " Annual Income £ 250,000 "

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Underigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant Insurances on MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co.
Hongkong, February 10, 1879.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underigned having been appointed AGENTS in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.
Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 9, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Albay	Brit. str.	366	Jan. 18	Douglas Lapraik & Co.	Amoy, &c.	To-morrow put back
Alice	Brit. str.	2652	Feb. 28	O. & S. S. Co.	Yama & S. F. class	To-day
Bombay	Brit. str.	749	Feb. 12	Kwok Acheong	Amoy	To-day
Cheong Hock Kian	Brit. str.	856	Mar. 14	Bun Hin Chau	Manila	To-day
Diamante	Brit. str.	514	Mar. 16	Russell & Co.	Amoy and Manila	To-morrow
Emu	Brit. str.	222	Mar. 16	Remedios & Co.	Amoy and Manila	Tug flying
Fame	Brit. str.	117	Mar. 16	H. K. & W'poo Dock Co.		
Perona	Brit. str.	1115	Mar. 16	Siemssen & Co.		
Hindustan	Brit. str.	991	Mar. 10	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	To-morrow
Killarney	Brit. str.	1050	Feb. 25	Gibb, Livingston & Co.	Port Darwin	at daylight
Kwangtung	Brit. str.	875	Mar. 16	Douglas Lapraik & Co.	Coast Ports	
Loudon Castle	Brit. str.	1675	Mar. 14	Adamson, Bell & Co.		
Maharajah	Brit. str.	904	Mar. 14	Siemssen & Co.		
Malacca	Brit. str.	1046	Mar. 13	P. & O. S. N. Co.	Yokohama	Mails
Memur	Brit. str.	200	Mar. 13	Gibb, Livingston & Co.	Australian Ports	To-morrow
Pernambuco	Brit. str.	606	June 28	Kwok Acheong	Saigon	9th, daylight
Rajasthanubhar	Brit. str.	643	Mar. 12	Melchers & Co.	Bangkok	To-day
Sarpidon	Brit. str.	938	Mar. 16	Yuen Fat Hong	Shanghai	To-day
Sea Gull	Amer. str.	1591	Mar. 14	Butterfield & Swire		
Thales	Brit. str.	48	July 18	W. H. Ray	Swatow	To-day
Venice	Brit. str.	820	Jan. 9	Douglas Lapraik & Co.	S'pore, Calcutta, &c.	To-morrow
Yangtze	Brit. str.	1271	Mar. 16	Jardine, Matheson & Co.	Shanghai	9th, daylight
Yotung	Brit. str.	782	Mar. 16	Siemssen & Co.		
Zephyr	Brit. str.	286	Mar. 16	Kwok Acheong		
Sailing Vessels.						
Abbie N. Franklin	Amer. bge	480	Mar. 6	O. & S. S. Co.		
B. P. Watson	Amer. bge	1126	Jan. 13	Butterfield & Swire	San Francisco	
Black Hawk	Amer. bge	987	Feb. 22	Vogel & Co.	San Francisco	
Catherine Marden	Brit. sm. str.	1333	Jan. 8	Russell & Co.		
Charmar	Amer. str.	1886	Mar. 9	Wielar & Co.		
Cilurum	Brit. str.	188	July 18	W. H. Ray	Portland (Oregon)	
Coeran	Amer. bge	853	Nov. 16	Russell & Co.	Takao	Sands' Slip
Coloma	Brit. bge	822	Mar. 1	Butterfield & Swire	San Francisco	Wauchal Pier
Craigie Lea	Brit. bge	891	Mar. 3	Wielar & Co.	Portland (Oregon)	
Elizabeth Childs	Ger. bge	282	Feb. 6	Melchers & Co.		
Forward	Brit. bge	744	Dec. 17	Rozario & Co.	New York	
Golden Rule	Brit. bge	893	Mar. 10	Gilman & Co.	Portland (Oregon)	
Golden Rule	Amer. str.	1186	Mar. 7	Vogel & Co.		
Hazelhurst	Brit. bge	877	Jan. 18	Vogel & Co.		
Herbert Black	Amer. bge	673	Jan. 2	Rozario & Co.	Callao	
Highlander	Amer. str.	1352	June 18	Vogel & Co.		
Invincible	Amer. str.	1450	Dec. 8	Melchers & Co.		
Johann Friedrich	Ger. bge	242	Mar. 8	Carlson & Co.	Saloon	
Julie	Brit. bge	804	Feb. 12	Edward Schellhass & Co.	Saloon	
Largo	Brit. bge	751	Feb. 16	Wielar & Co.		
Louise	Brit. bge	280	Mar. 10	Wielar & Co.		
Marco Polo	Ger. bge	558	Mar. 24	Rozario & Co.		
Marquis of Argyll	Brit. bge	500	Dec. 15	Russell & Co.		
Mary Whitridge	Amer. str.	741	Feb. 23	Meyer & Co.		
Nehemiah Gibson	Amer. bge	1133	Feb. 23	Butterfield & Swire		
Penobscot	Amer. bge	2283	Mar. 16	Butterfield & Swire		
Oneida	Brit. str.	826	Mar. 13	Master		
Quickstep	Amer. bge	1361	Mar. 9	Captain		
Republic	Amer. str.	581	Mar. 16	Douglas Lapraik & Co.		
St. ut	Amer. bge	586	Jan. 26	Vogel & Co.	Portland (Oregon)	
Stillman R. Allen	Amer. bge	1102	Dec. 30	Russell & Co.	Portland	
Stonewall Jackson	Brit. bge	1153	Dec. 17	Vogel & Co.	London	
Strathmore	Brit. bge	500	Dec. 21	Captain		
Sumaride	Amer. str.	943	Jan. 9	Vogel & Co.		
Sumatra	Amer. str.	1090	Sept. 5	Russell & Co.		
Sydenham	Brit. str.	1063	Jan. 5	Vogel & Co.		
Thos. A. Goddard	Amer. bge	682	Jan. 9	Russell & Co.		
Thomas Fletcher	Amer. bge	645	Feb. 28	Captain		
Three Brothers	Brit. bge	367	Feb. 24	Lee Tye Hong		
WHAMPOA						
Friedrich	Ger. sm. str.	295	Mar. 8	Wielar & Co.	Tientsin	
Johann Schmidt	Ger. bge	483	Mar. 10	Melchers & Co.	Chefoo, Newchwang	
Lota	Brit. bge	472	Mar. 17	Order	Tientsin	
Tartar	Ger. bge	286	Mar. 11	Melchers & Co.		
CANTON						
Chinkiang	Brit. str.	799	Mar. 17	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Armide	7 c	French	Flag-ship (iron-clad)	3800	12	450	Jan. 21	de la Barriere
Ashuelot	6 c	U. S.	corvette	1370	6	700	Feb. 12	Geo. H. Perkins
Fly	7 h	British	gun vessel	684	4	120	Dec. 21	M. McNeil
Iron Duke	7 c	British	Flag-ship (iron-clad)	3787	14	800	Mar. 15	Henry Cleveland
Lily	6 h	British	gun vessel	700	3	95	Jan. 28	B. E. Cochrane
Mecanee	6 k	British	military hospital	2591	...	.....	.....	.....
Mosquito	6 h	British	gunboat	486	4	50	Jan. 30	Lt.-Com. G. A. Grant
Sekai	6 c	Japanese	man-of-war	890	...	.....	Mar. 10	B. Inowye
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Watson
At Canton								
Vigilant		British	despatch vessel	835	2	250	Mar. —	William M. Annesley
Wolf		German	gunboat	428			Mar. —	Becks